

MAINE LAUNCHED

The New Cruiser Slides On the Ways This Afternoon.

Fifteen Thousand People Witness the Beautiful Ceremony.

Distinguished Naval and Civil Officials Present--The Ship.

All is finished, and at length the new cruiser slides on the ways.

The great war-ship Maine, the largest and finest man-of-war ever built in the United States, was launched at the Brooklyn Navy Yard this afternoon.

Even the elements seemed to recognize that the event was one of national importance, and old Sol wore his brightest smile for the occasion.

Soon after dawn the Navy Yard began to take on an unusually lively appearance and activity.

The ship was being towed by the tugboats, and the old receiving ship Vermont fairly blazed with multi-colored decorations.

The marines, their gay uniforms, if anything, a trifle nearer than usual to immaculate, marched with a quicker, prouder step, and every officer in the yard grew at least as much in importance.

With the mammoth ship-house the big cruiser, the innocent cause of all the commotion and the chief factor in the events of the day, lay

quietly on the ways, all ready to take the plunge into the elements when she will become a ready rider.

Her big prow protruded far beyond the southern end of the ship-house and made cruiser No. 7, now building beside her, sink into comparative insignificance.

About the cruiser's bow was constructed a huge flat platform, where Secretary of the Navy Tracy, Assistant Secretary John C. Coffey, Major-General Schofield, Capt. R. L. Phipps, Superintendent of the Naval Academy, Chief Naval Constructor Theodore D. Wilson, who designed the Maine's hull; Constructor W. L. McIntyre, who has had charge of its construction; Rear-Admiral D. L. Braine, Capt. A. N. Miller, Lieut. Commander R. H. Little, Commodore George Dewey, Chief of the Bureau of Equipment; Commodore William M. Folger, Chief of the Bureau of Ordnance; naval attaches of foreign legations and other dignitaries, witnessed the launching.

Among these spectators were a son and granddaughter of George Bancroft, the historian, the oldest living ex-Secretary of the Navy.

The launching platform was beautifully decked out with flags, and at a little distance behind it, a line of one hundred picas, discolored National and festive flags preparatory to the launching.

As early as 9 o'clock spectators began to stroll into the yard to witness the big event. No one of respectable appearance was excluded.

At 10 o'clock everything was in readiness for the launch. A last coat of grease had been given to the ways, and all that remained was the driving of the wedges and the sawing of the dog-holes or sole-piece to slide the huge vessel into the smooth waters of Wallabout Bay, and the arrival of high water to make the launch a complete success.

Meanwhile the crowd of visitors increased. The dispatch went over to Jersey city and returned with the Washington delegation, which arrived by special train last night.

Secretary Tracy, his daughter and grand-daughter, who arrived at the Hotel St. George, Brooklyn, yesterday, reached the Navy Yard shortly before noon, and were met at the

Yard street gate by Rear-Admiral Braine and all the officers of the Yard, the marine guards and Contro's band, all escorted to the launching platform with naval pomp, which was considerably modified, however, out of deference to Secretary Tracy's own request.

At the launching platform Miss Alice Wilmerding, the handsome seventeen-year-old granddaughter of Secretary Tracy, took her position directly in front of the big cruiser's nose, in her hand a lovely bouquet of bouquets of American champagne, made in San Bernardino County, Cal.

The officers in charge of the different details of the launching were all in their places and as soon as the word was given to "let go," the cutting away of the keel blocks began, and the instant the huge cruiser began to tremble in anticipation of the plunge, Miss Wilmerding timidly advanced and, gracefully breaking the bottle across the ship's nose at the "eleven" water mark, christened her the "Maine."

The new cruiser, which will yet require more than a year to be properly completed and equipped, is 344 feet 4 1/2 inches in length over all, 58 feet 6 inches long on load water line, 37 feet in extreme width; has a mean draught of 31 feet 6 inches and a displacement of 6,800 tons. Her estimated speed is seventeen knots.

The Maine's machinery will be of the vertical inverted cylinder direct-setting triple-expansion type, high-pressure cylinders 36 inches; intermediate cylinders 27 inches, low-pressure cylinders 28 inches in diameter; stroke of all pistons 30 inches. The collective indicated horse-power will be 9,000 at 128 revolutions per minute of main engines. She will have eight single-ended steel-boilers, horizontal return-flue type, 14 feet 8 inches diameter, 10 feet long, working steam pressure 150 pounds, with a total heating surface of 18,400 square feet; grate surface, 533 square feet.

The propellers will be three-bladed and 15 feet in diameter. The machinery and boilers are building under contract with Messrs. N. E. Palmer, Jr. & Co., of New York.

The armament of the new cruiser will comprise four 10-inch B. L. R., mounted on barbets, with 12-inch steel armor protection; two 6-inch B. L. R., mounted on the main deck; two 3-inch B. L. R., mounted on the main deck; and two 3-inch B. L. R., mounted on the main deck.

The armor of the new cruiser will be 12 inches on the main deck, 10 inches on the main deck, and 8 inches on the main deck.

The armor of the new cruiser will be 12 inches on the main deck, 10 inches on the main deck, and 8 inches on the main deck.

The armor of the new cruiser will be 12 inches on the main deck, 10 inches on the main deck, and 8 inches on the main deck.

The armor of the new cruiser will be 12 inches on the main deck, 10 inches on the main deck, and 8 inches on the main deck.

The armor of the new cruiser will be 12 inches on the main deck, 10 inches on the main deck, and 8 inches on the main deck.

The armor of the new cruiser will be 12 inches on the main deck, 10 inches on the main deck, and 8 inches on the main deck.

The armor of the new cruiser will be 12 inches on the main deck, 10 inches on the main deck, and 8 inches on the main deck.

The armor of the new cruiser will be 12 inches on the main deck, 10 inches on the main deck, and 8 inches on the main deck.

POINTERS ON THE RACES.

Tipsters' Opinions as to the Various Winners To-Day.

Programme of the Several Events to Be Run Off.

The races at Linden promise good sport at the picturesque track today, nearly all of the horses entered are of good quality.

The contestants are evenly matched and the talent may be kept guessing in every one of the events. The race between Budge, Demuth, Raymond and Nevada should prove especially interesting.

The sport commences with six furlong dash for all ages. At the distance, and with such easy weight, it is hard to see how Chesapeake can be beaten. He would have won his last race but for his bad start, and if he gets away at all well to-day he should finish with daylight.

Light between him and the second horse, Cynosure, may well be heavy going, and he ought to be second. Hub's may be third.

In the second race Can Can, on her last performance, seems like a good thing. This filly is just running into form again and ought to be good enough to-day to win. Young Grace, who reveals in heavy going, ought to be very close to Can Can at the finish, but the distance counts more than in today's race and over longer distances, Major Daily should be third.

The third event should be the race of the day. Raymond G. has won his recent races in such easy style that to-day the handicapper gives him top weight. It is hardly possible that he can win again to-day. The distance counts more than in today's race and over longer distances, Major Daily should be third.

The fourth race is a selling affair, for all ages. Lemmon Blossom's last performance was so good that she should win to-day without much trouble. Manly may be second, and Hub's, whose rest must have done her good, may be third.

Age and Now or Never will probably be scratched out of the last race, and of the others Woodward appears to have an excellent chance. Ginevra may be second, and Hub's, if he starts in this race, ought to be third.

The Sporting World makes the following selections:

First Race--Tipstaff, Chesapeake. Second Race--Major Daily, Budge. Third Race--Raymond G., Budge. Fourth Race--Demuth, Latta. Fifth Race--Manly, Lemmon Blossom. Sixth Race--Woodward, Now or Never.

From Other Morning Papers.

First Race--Tipstaff, Chesapeake. Second Race--Major Daily, Budge. Third Race--Raymond G., Budge. Fourth Race--Demuth, Latta. Fifth Race--Manly, Lemmon Blossom. Sixth Race--Woodward, Now or Never.

First Race--Tipstaff, Chesapeake. Second Race--Major Daily, Budge. Third Race--Raymond G., Budge. Fourth Race--Demuth, Latta. Fifth Race--Manly, Lemmon Blossom. Sixth Race--Woodward, Now or Never.

First Race--Tipstaff, Chesapeake. Second Race--Major Daily, Budge. Third Race--Raymond G., Budge. Fourth Race--Demuth, Latta. Fifth Race--Manly, Lemmon Blossom. Sixth Race--Woodward, Now or Never.

First Race--Tipstaff, Chesapeake. Second Race--Major Daily, Budge. Third Race--Raymond G., Budge. Fourth Race--Demuth, Latta. Fifth Race--Manly, Lemmon Blossom. Sixth Race--Woodward, Now or Never.

First Race--Tipstaff, Chesapeake. Second Race--Major Daily, Budge. Third Race--Raymond G., Budge. Fourth Race--Demuth, Latta. Fifth Race--Manly, Lemmon Blossom. Sixth Race--Woodward, Now or Never.

First Race--Tipstaff, Chesapeake. Second Race--Major Daily, Budge. Third Race--Raymond G., Budge. Fourth Race--Demuth, Latta. Fifth Race--Manly, Lemmon Blossom. Sixth Race--Woodward, Now or Never.

First Race--Tipstaff, Chesapeake. Second Race--Major Daily, Budge. Third Race--Raymond G., Budge. Fourth Race--Demuth, Latta. Fifth Race--Manly, Lemmon Blossom. Sixth Race--Woodward, Now or Never.

First Race--Tipstaff, Chesapeake. Second Race--Major Daily, Budge. Third Race--Raymond G., Budge. Fourth Race--Demuth, Latta. Fifth Race--Manly, Lemmon Blossom. Sixth Race--Woodward, Now or Never.

First Race--Tipstaff, Chesapeake. Second Race--Major Daily, Budge. Third Race--Raymond G., Budge. Fourth Race--Demuth, Latta. Fifth Race--Manly, Lemmon Blossom. Sixth Race--Woodward, Now or Never.

First Race--Tipstaff, Chesapeake. Second Race--Major Daily, Budge. Third Race--Raymond G., Budge. Fourth Race--Demuth, Latta. Fifth Race--Manly, Lemmon Blossom. Sixth Race--Woodward, Now or Never.

First Race--Tipstaff, Chesapeake. Second Race--Major Daily, Budge. Third Race--Raymond G., Budge. Fourth Race--Demuth, Latta. Fifth Race--Manly, Lemmon Blossom. Sixth Race--Woodward, Now or Never.

First Race--Tipstaff, Chesapeake. Second Race--Major Daily, Budge. Third Race--Raymond G., Budge. Fourth Race--Demuth, Latta. Fifth Race--Manly, Lemmon Blossom. Sixth Race--Woodward, Now or Never.

First Race--Tipstaff, Chesapeake. Second Race--Major Daily, Budge. Third Race--Raymond G., Budge. Fourth Race--Demuth, Latta. Fifth Race--Manly, Lemmon Blossom. Sixth Race--Woodward, Now or Never.

First Race--Tipstaff, Chesapeake. Second Race--Major Daily, Budge. Third Race--Raymond G., Budge. Fourth Race--Demuth, Latta. Fifth Race--Manly, Lemmon Blossom. Sixth Race--Woodward, Now or Never.

First Race--Tipstaff, Chesapeake. Second Race--Major Daily, Budge. Third Race--Raymond G., Budge. Fourth Race--Demuth, Latta. Fifth Race--Manly, Lemmon Blossom. Sixth Race--Woodward, Now or Never.

First Race--Tipstaff, Chesapeake. Second Race--Major Daily, Budge. Third Race--Raymond G., Budge. Fourth Race--Demuth, Latta. Fifth Race--Manly, Lemmon Blossom. Sixth Race--Woodward, Now or Never.

First Race--Tipstaff, Chesapeake. Second Race--Major Daily, Budge. Third Race--Raymond G., Budge. Fourth Race--Demuth, Latta. Fifth Race--Manly, Lemmon Blossom. Sixth Race--Woodward, Now or Never.

First Race--Tipstaff, Chesapeake. Second Race--Major Daily, Budge. Third Race--Raymond G., Budge. Fourth Race--Demuth, Latta. Fifth Race--Manly, Lemmon Blossom. Sixth Race--Woodward, Now or Never.

First Race--Tipstaff, Chesapeake. Second Race--Major Daily, Budge. Third Race--Raymond G., Budge. Fourth Race--Demuth, Latta. Fifth Race--Manly, Lemmon Blossom. Sixth Race--Woodward, Now or Never.

First Race--Tipstaff, Chesapeake. Second Race--Major Daily, Budge. Third Race--Raymond G., Budge. Fourth Race--Demuth, Latta. Fifth Race--Manly, Lemmon Blossom. Sixth Race--Woodward, Now or Never.

First Race--Tipstaff, Chesapeake. Second Race--Major Daily, Budge. Third Race--Raymond G., Budge. Fourth Race--Demuth, Latta. Fifth Race--Manly, Lemmon Blossom. Sixth Race--Woodward, Now or Never.

First Race--Tipstaff, Chesapeake. Second Race--Major Daily, Budge. Third Race--Raymond G., Budge. Fourth Race--Demuth, Latta. Fifth Race--Manly, Lemmon Blossom. Sixth Race--Woodward, Now or Never.

GRAFTED WITH DOG.

Little Johnny Gethius United to His Faithful Spaniel Yip.

A Boy's Leg Being Picked Out With That of His Pup.

One of the Most Remarkable Surgical Experiments in the History of Medical Science.

On a broad out-bench in one of the bright, clean and cheerful wards of the Charity Hospital on Blackwell's Island lie Johnny Gethius and his faithful spaniel, Yip.

Johnny is a patient of the surgical ward. He is a boy of ten years, and is in an effort to get a leg repaired, and Yip is patiently submitting himself to an experiment which may decide that his own black leg will serve to patch out that of his fair-haired, big-eyed, handsome, loving young master.

Both these patient patients lie very still. Indeed, Yip is obliged to for his body is encased in a cast of plaster that fits him more closely than his own skin. But his head is free and his tail is free, and his great, round eyes look up questioningly, appealingly into the face of his boy master, and Johnny, saying a kind word to Yip, caresses the latter's tail to wag very freely, for the cast is intended to prevent the dog from any movement of the muscles.

Johnny is still because he is a sturdy, plucky fellow of fourteen summers, and he knows that on his perfect stillness depends, perhaps, the success of a surgical operation, which is intended to make him a whole boy and render his crippled condition a thing of the past.

The history of the case is remarkable. Johnny Gethius was a country boy. He was born with a queer skin bone. It curved, or curved forward, and as he grew into boyhood it was much weaker than the other leg.

As manhood was approaching it became clear that Johnny would stand a poor show in a world of labor, of lifting and carrying, and that his leg would be a hindrance to him.

This was several months ago. Seven operations have been performed on that poor little crooked skin. It has been broken and mended, broken and wired together; broken and jammed and mended in an effort to make the broken ends join together properly; efforts have been made to set up an inflammation in the much abused leg.

The bone had been chiseled off by the doctors, sawed and scientifically experimented with till a few weeks ago it was found that an ordinary joining of the two ends together would leave Johnny with one leg shorter than the other.

Then Dr. Phelps decided that there was but one way to make that poor leg equal of the other, and that was by placing it out with a piece of bone from some other living thing.

Some weeks ago he made the attempt, taking a good healthy dog to supply the missing link. But though Johnny was as tractable and helpful as a patient could be the operation failed because the dog wriggled and prevented the joining of his own bone to that of the lad.

Then on Nov. 7 the lad was sent over to the Charity Hospital, where this last effort to repair Johnny's leg was undertaken under the most favorable auspices.

The present operation is only the primary move in one of the most remarkable surgical experiments in the history of medical science.

If it is successful Johnny Gethius and his faithful Yip will each have three feet. One of Yip's fore legs from about the middle and down to the foot will be joined to the skin of his master.

Then will follow another operation. The dog's fore leg will be cut off within an inch of the place where it joins on to Johnny's leg, and this inch and a half bit of dog will be sutured into place and the lower end will be joined to Johnny's ankle. Then, when this is knitted and healed, Johnny Gethius will have a whole leg; only a part of it will be the gift of Yip.

Now Johnny and Yip lie side by side, Yip in his immovable plaster cast, the lower half of his leg bound to the upper section of Johnny's skin.

In performing this interesting primary operation Dr. Phelps was assisted by Dr. C. D. Hay, James E. Kelly and A. M. Newman. We were present in the Charity Hospital, assisted by innumerable nurses, students and attendants.

The operation was conducted in the surgical room as divine services were in progress in the amphitheatre.

Johnny Gethius was placed upon the operating table under the influence of ether, and the spectators were given an opportunity to see the lad's leg. It showed just above the ankle a space that entirely lacked any tissue, the foot dangling in the air and held in place only by the muscles and integument.

Prof. Phelps explained the several former operations, and how the best efforts of first-class surgeons in the history of medical science, between the two ends of the broken limb, in his own former operations, in which an attempt was made to graft a section of a dog's leg to that of the subject, Prof. Phelps stated there had been partial success.

The union between the muscular parts was perfect, but the bone was not joined. It was now the boy and the dog because of the twinning of the dog's scapular muscles, which pulled the boy's graft out of position.

"I will endeavor to correct this by putting in an aluminum peg," said the distinguished surgeon, "and I hope to-day to engrafe the ends of the bone for good and make a union."

When the doctor made a favorable report words were said to the effect that the operation was successful and that the boy would be able to walk.

At once the dog was sent to his kennel and a boy's leg was grafted with a dog's.

EXTRA

2 O'CLOCK.

FAILED FOR A MILLION.

P. W. Gallaudet & Co. Go Down in the Wreck To-Day.

Another failure was announced to-day at the Stock Exchange.

It was that of the firm of P. W. Gallaudet & Co., of 9 Wall street, one of the older firms of the street.

The failure is said to be due to the recent shrinking in value of stocks, as in the case of the two failures which occurred yesterday.

The firm is composed of P. W. Gallaudet and Henry Finch, Jr. It is a fair commission and investment business, but not nearly as large as formerly, and they are said to have comparatively few contracts on the Exchange.

The announcement of the failure caused some commotion on the Exchange, and the market in its present depressed condition condition improved by selling off considerably.

The general market for railway shares opened quietly this morning. Some stocks were higher and some lower, the majority in the list showing a decline from last night's closing prices.

It was in many respects a repetition of yesterday's opening, for there was no decided tone in the trading, and the disposition seemed to be to hold off and wait for developments.

The London cables were more encouraging, showing an advance in price for all American securities except Canadian Pacific, which was lower.

Use of the surprise was a sale of Reanimator at Saratoga at 117, a decline of 7 points from the last sale. This is a decline of the Delaware and Hudson Canal Company.

Soon after the opening Deacons White came to the rescue of the market and put up his Lockwood's Apolonia, to 131. Bids were freely made, and the stock would sell at 132 before the end of the week.

This raised prices somewhat, and a new feature was developed in the market by the sale of 10,000 shares of Northern Pacific preferred at 59, by A. N. Rogers, 8,000 of which were taken by A. K. Tyck.

The market was somewhat soiled that a number of traders jumped in and began to buy, which made matters rather lively for a few minutes.

This improved feeling was dissipated, however, by the announcement of the failure of P. W. Gallaudet & Co., but the advice of the market was to hold off and wait for developments.

The market was somewhat soiled that a number of traders jumped in and began to buy, which made matters rather lively for a few minutes.

This improved feeling was dissipated, however, by the announcement of the failure of P. W. Gallaudet & Co., but the advice of the market was to hold off and wait for developments.

The market was somewhat soiled that a number of traders jumped in and began to buy, which made matters rather lively for a few minutes.

This improved feeling was dissipated, however, by the announcement of the failure of P. W. Gallaudet & Co., but the advice of the market was to hold off and wait for developments.

The market was somewhat soiled that a number of traders jumped in and began to buy, which made matters rather lively for a few minutes.

This improved feeling was dissipated, however, by the announcement of the failure of P. W. Gallaudet & Co., but the advice of the market was to hold off and wait for developments.

The market was somewhat soiled that a number of traders jumped in and began to buy, which made matters rather lively for a few minutes.

This improved feeling was dissipated, however, by the announcement of the failure of P. W. Gallaudet & Co., but the advice of the market was to hold off and wait for developments.

The market was somewhat soiled that a number of traders jumped in and began to buy, which made matters rather lively for a few minutes.

This improved feeling was dissipated, however, by the announcement of the failure of P. W. Gallaudet & Co., but the advice of the market was to hold off and wait for developments.

The market was somewhat soiled that a number of traders jumped in and began to buy, which made matters rather lively for a few minutes.

This improved feeling was dissipated, however, by the announcement of the failure of P. W. Gallaudet & Co., but the advice of the market was to hold off and wait for developments.

The market was somewhat soiled that a number of traders jumped in and began to buy, which made matters rather lively for a few minutes.

This improved feeling was dissipated, however, by the announcement of the failure of P. W. Gallaudet & Co., but the advice of the market was to hold off and wait for developments.

The market was somewhat soiled that a number of traders jumped in and began to buy, which made matters rather lively for a few minutes.

This improved feeling was dissipated, however, by the announcement of the failure of P. W. Gallaudet & Co., but the advice of the market was to hold off and wait for developments.

The market was somewhat soiled that a number of traders jumped in and began to buy, which made matters rather lively for a few minutes.

This improved feeling was dissipated, however, by the announcement of the failure of P. W. Gallaudet & Co., but the advice of the market was to hold off and wait for developments.

The market was somewhat soiled that a number of traders jumped in and began to buy, which made matters rather lively for a few minutes.

EXTRA

2 O'CLOCK.

FAILED FOR A MILLION.

P. W. Gallaudet & Co. Go Down in the Wreck To-Day.

Another failure was announced to-day at the Stock Exchange.

It was that of the firm of P. W. Gallaudet & Co., of 9 Wall street, one of the older firms of the street.

The failure is said to be due to the recent shrinking in value of stocks, as in the case of the two failures which occurred yesterday.

The firm is composed of P. W. Gallaudet and Henry Finch, Jr. It is a fair commission and investment business, but not nearly as large as formerly, and they are said to have comparatively few contracts on the Exchange.

The announcement of the failure caused some commotion on the Exchange, and the market in its present depressed condition condition improved by selling off considerably.

The general market for railway shares opened quietly this morning. Some stocks were higher and some lower, the majority in the list showing a decline from last night's closing prices.

It was in many respects a repetition of yesterday's opening, for there was no decided tone in the trading, and the disposition seemed to be to hold off and wait for developments.

The London cables were more encouraging, showing an advance in price for all American securities except Canadian Pacific, which was lower.

Use of the surprise was a sale of Reanimator at Saratoga at 117, a decline of 7 points from the last sale. This is a decline of the Delaware and Hudson Canal Company.

Soon after the opening Deacons White came to the rescue of the market and put up his Lockwood's Apolonia, to 131. Bids were freely made, and the stock would sell at 132 before the end of the week.

This raised prices somewhat, and a new feature was developed in the market by the sale of 10,000 shares of Northern Pacific preferred at 59, by A. N. Rogers, 8,000 of which were taken by A. K. Tyck.

The market was somewhat soiled that a number of traders jumped in and began to buy, which made matters rather lively for a few minutes.

This improved feeling was dissipated, however, by the announcement of the failure of P. W. Gallaudet & Co., but the advice of the market was to hold off and wait for developments.

The market was somewhat soiled that a number of traders jumped in and began to buy, which made matters rather lively for a few minutes.

This improved feeling was dissipated, however, by the announcement of the failure of P. W. Gallaudet & Co., but the advice of the market was to hold off and wait for developments.

The market was somewhat soiled that a number of traders jumped in and began to buy, which made matters rather lively for a few minutes.

This improved feeling was dissipated, however, by the announcement of the failure of P. W. Gallaudet & Co., but the advice of the market was to hold off and wait for developments.

The market was somewhat soiled that a number of traders jumped in and began to buy, which made matters rather lively for a few minutes.

This improved feeling was dissipated, however, by the announcement of the failure of P. W. Gallaudet & Co., but the advice of the market was to hold off and wait for developments.

The market was somewhat soiled that a number of traders jumped in and began to buy, which made matters rather lively for a few minutes.

This improved feeling was dissipated, however, by the announcement of the failure of P. W. Gallaudet & Co., but the advice of the market was to hold off and wait for developments.

The market was somewhat soiled that a number of traders jumped in and began to buy, which made matters rather lively for a few minutes.

This improved feeling was dissipated, however, by the announcement of the failure of P. W. Gallaudet & Co., but the advice of the market was to hold off and wait for developments.

The market was somewhat soiled that a number of traders jumped in and began to buy, which made matters rather lively for a few minutes.

This improved feeling was dissipated, however, by the announcement of the failure of P. W. Gallaudet & Co., but the advice of the market was to hold off and wait for developments.

The market was somewhat soiled that a number of traders jumped in and began to buy, which made matters rather lively for a few minutes.

This improved feeling was dissipated, however, by the announcement of the failure of P. W. Gallaudet & Co., but the advice of the market was to hold off and wait for developments.

The market was somewhat soiled that a number of traders jumped in and began to buy, which made matters rather lively for a few minutes.

This improved feeling was dissipated, however, by the announcement of the failure of P. W. Gallaudet & Co., but the advice of the market was to hold off and wait for developments.

The market was somewhat soiled that a number of traders jumped in and began to buy, which made matters rather lively for a few minutes.

This improved feeling was dissipated, however, by the announcement of the failure of P. W. Gallaudet & Co., but the advice of the market was to hold off and wait for developments.

The market was somewhat soiled that a number of traders jumped in and began to buy, which made matters rather lively for a few minutes.

EXTRA

2 O'CLOCK.

FAILED FOR A MILLION.